

R E M A R K S

The ABSTRACT has been amended, as noted.

Claim 1 has been amended to emphasize the following unusual differences over the cited art, as follows:

- e) said wings have low sweep angularity relative to the fuselage to provide substantial laminar airflow, the wings further characterized as having relatively low torsional stiffness,
- f) there being at least four of said trailing edge flaps located in spanwise sequence along each wing, and wherein at subsonic flight conditions the flap or flaps located progressively relatively closer to the fuselage has or have progressively a greater downward deflection relative to the wing than the flap or flaps relatively closer to the wing tip, and at supersonic flight conditions all of said flaps have relatively faired positions relative to the wing.

The specification has also been correspondingly amended, as supported by the text and drawings.

Borzachillo is not suggested as he has only two flaps (11 and 12) on each wing; and his flaps are used to control roll, not to structurally control wing twist and to reduce drag under subsonic flight conditions in the manner disclosed by applicant, as is clear from his flap positions of Fig. 1; and he does not have or teach or suggest the flap configurations as seen in Fig. 4 herein, and as claimed in f) of claim 1.

Tracy '204 is even less suggestive, as he shows only two flaps 15a and 15b on each wing, with no subsonic position as defined in f) of claim 1, or as shown in Fig. 4 herein. Remaining art is even less suggestive. There is no reason or motivation shown to combine Borzachillo's and Tracy's wing designs, as neither is suggestive of d) of claim 1, and Borzachillo is mainly concerned with roll control.

The dependent claims herein add even further to the differentiation in objectives and configurations over the cited art. See in particular the means plus function definitions in claim 6.

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In view of the above, reconsideration and allowance are believed justified.

Respectfully submitted,


William W. Haefliger
Attorney for Applicant
Reg. 17,120
(323) 684-2707

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